

IN THE SPECIFICATION:

Please replace the paragraph beginning at page 4, line 22, with the following amended paragraph:

Figure 3 illustrates a cross section of isolator insert 16 positioned within brake hub [[18]] 14. Since legs 38 are substantially flat and interior surface 28 of brake hub 14 is substantially round, a gap 56 is created between legs 38 and hub interior surface 28. In addition, each substantially flat leg 38 functions as a beam and provides a load to interior surface 28 of brake hub 14 as a beam, i.e., a load applied to brake hub interior surface 28 by a first side 58 and second side 60 of leg 38. A gap 62 extends between legs 38 and ribs 32. Legs 38 deform within gap 62 without contacting ribs 32 and generating shear stress on ribs 32 when input shaft 12 is positioned within brake hub 14. In an alternative embodiment, legs 38 are substantially flat, include rounded ends, and have an elongate oval cross section.

Please replace the paragraph beginning at page 5, line 5, with the following amended paragraph:

Figure 4 illustrates a cross section of brake hub assembly 10. Input shaft 12 is inserted within isolator insert 16 which is inserted within brake hub [[18]] 14. Legs 38 are deformed around input shaft 12 and have an arcuate shape approaching the curvature of brake hub opening 30, reducing gap 56 between leg 38 and interior surface 28 of brake hub 14. The resilient deformation of legs 38 directs an inward radial force against input shaft 12, directs an outward radial force against interior surface 28 of brake hub 14, and radially separates brake hub 14 from input shaft 12. Therefore, base 22 of each groove 20 is separated from face 34 of a corresponding rib 32, and rattling between input shaft 12 and brake hub 14 is avoided.

Please replace the paragraph beginning at page 5, line 15, with the following amended paragraph:

Isolator insert 16 is fabricated of molded plastic, ~~such as \_\_\_\_\_~~, or other suitable material sufficiently resilient to separate brake hub 14 from input shaft 12, while still allowing relatively easy positioning of input shaft 12 into isolator insert 16 and brake hub 14. Additionally, the resilient deformation of legs 38 allows a variance in the relative dimensions of brake hub 14 and input shaft 12 while preventing rattling therebetween. Further, due to the load that deflected legs 38 place on shaft 12 and hub 14, close manufacturing tolerances may be relaxed and an acceptable fit may still be achieved between brake hub 14 and input shaft 12.